

IMPORTANT MASS MEETING

The announcement in yesterday's Miner that the Killen, Warner, Stewart company has acceded to all demands in the matter of the Sumpter-Bourne railway, and had ordered the local citizens' committee to proceed with its work along the lines outlined, was the best piece of news that has reached Sumpter since Mount Baldy was a hole in the ground.

A mass meeting of citizens of Sumpter and mining men of the Sumpter district has been called for tonight at the Hotel Sumpter, to take final and definite steps in the matter, and it is expected that as a result of that meeting work on the railway will begin as soon as the weather will permit.

As will be remembered, the Killen, Warner, Stewart company, promoters of the Sumpter-Bourne railway, agreed to furnish through a \$250,000 bond issue the necessary funds for construction, equipment and operation, provided the citizens of Sumpter, as an evidence of good faith, and as an indication that they would assist the line in every way possible to become a dividend-payer, would subscribe for \$20,000 worth of the bonds. The original line of the old railway project, of which Hanover was to have been the upper terminal, was changed to make Bourne the virtual end of the line, with spurs and switches to points as near the big mines of Cracker Creek as the topography of the country, and the limited treasury of the railway company would permit. Agreements were made that the freight rates from Cracker Creek to Sumpter would not be greater than \$1 per ton, and this appealed, not only to Sumpter merchants and business men, but to mine operators of the upper camp as well. A soliciting committee was appointed and no

difficulty experienced in securing subscriptions to the full amount of the bonds required by the promoters to be taken here.

A closer examination of the plans and specifications of the railway promoters, however, revealed the fact that the switches and spurs provided for by the K., W., S. company were not of satisfactory number or length. The Bourne Gold Mining company, operating the E. & E. mine, desired a spur built directly to its big mill; the Eastern Oregon Gold Mining company, operating the celebrated North Pole, one of the heaviest shippers in the Cracker Creek camp, asked for a switch to their ore bins, which were passed by the main lines 100 feet above and across the canyon. The Columbia Gold Mining company, operating the Columbia mine, requested that a spur or extension of the main line be built to the brow of the hill below Sour Dough flat, so that the Columbia ore bins could be accessible thereto. The Golconda company also desired closer connection with the rail line, which was also true of the North Pole No. 1, the Tabor Fraction, Victor and other properties in the Bourne camp. Large subscriptions to bonds were secured from these companies, with the proviso that their requests be granted. The soliciting committee communicated with the Killen, Warner, Stewart company, and in a telegram received Tuesday by Chairman Cato Johns the response received was to go ahead, as the demands were acceded to.

Great rejoicing in Sumpter followed the receipt of this dispatch, and tonight's meeting at the lobby of the Hotel Sumpter is expected to be largely attended.

O. C. Wright has been commission-

ed to draw an alignment map of the proposed line for the enlightenment of the public, and will finish the work for submission at tonight's mass meeting.

Roughly outlined, the road will run fairly straight to the Halfway house, following the bed of Powder river. From Halfway the grade begins to mount the right hand side of the canyon, passing Hanover high above the river, and swinging into Bourne in almost an air line, passing 100 feet higher than the Golconda power house and the North Pole mill. From Bourne the main line swings in a horseshoe curve around the head of the gulch and crosses to the opposite slope of the hill, thence down the north side of the canyon toward the Columbia and Golconda. At some point to be determined later, a spur will strike off the main line below Hanover, running on a lighter grade than the main line, to the North Pole mill. Another spur will branch off from the main line above Bourne and strike back to the E. & E. mill, passing the Victor and ending at the North Pole No. 1. The main line continues on from this latter spur to Sour Dough flat, midway between the Golconda and Columbia. The terminus will be but a few hundred feet from the Columbia ore bins.

Killen, Warner, Stewart company's original estimate of cost of the line, exclusive of the spurs above mentioned, was \$209,000. It is probable that the enlarged plans will increase this cost by a considerable figure. However, if the proposed \$250,000 bond issue is insufficient to cover the whole cost, a larger issue will be made.

It is imperative that every citizen of Sumpter and every mining man in the region between Cable Cove and the Sumpter smelter should be present. It is of the utmost importance that final and definite plans be settled, to the end that construction may commence at the earliest possible moment, in order that everybody should enjoy the endless benefits of this road this year.

Fortunately, the feeling of antagonism which greeted the first projection of the Sumpter-Bourne railway enterprise has died away. The narrow feeling which forced a discussion of the probable effects on local business of a rail line to Bourne is no longer seriously entertained. For a time it was strenuously pointed out that the three or four hundred teamsters who make Sumpter their headquarters would find their occupation gone when the first locomotive screamed its way up the canyon. These teamsters are an important part of Sumpter's wealth-producing population. They distribute their earnings locally among all lines of business and place thereby a considerable sum of money in circulation. Their elimination from the commercial life of this city is a serious proposition, it is true, but the increased business, certain to follow an enlargement of local trade, is considered as more than an offset to the evil pointed out. Sumpter's future rests upon the development of her surrounding mines. Anything which may tend toward that end is a welcome factor.

Construction of the Sumpter-Bourne railway will not cause a real estate boom in Sumpter. This is not expected by the gentlemen who are most in favor of the enterprise. But it will have the effect of more firmly grounding Sumpter's claim to the distinction of being the central distributing point for the richest string of gold mines in the northwest. Add to that string of gold miners such others as must

inevitably be developed through the provision of a cheap and rapid means of transportation, and for every teamster thrown out of a job by the railway, there will be a dozen new miners, each drawing pay from mother earth, and adding directly, not only to the wealth of the world, but to the commercial prosperity of this particular community.

It is largely for a discussion of these phases of the railway question that tonight's meeting has been called.

Mr. Johns received today a very important letter from D. L. Killen, regarding this proposition, which is of interest to everybody hereabouts. It will be read at the meeting this evening, which alone should bring out a big crowd.

JIM WARDNER DID NOT WALK

The death of James F. Wardner, better known as "Jim" Wardner, after whom the town in north Idaho was named, in El Paso last week, recalls to mind a funny incident in the career of this best known of all pioneer northwestern miners and mining men. It was after Jim had made a stake in the Coeur d'Alenes and lost it in Alaska, that he walked into the office of the Canadian Pacific railway ticket agent in Victoria and demanded transportation to Winnipeg. Jim explained to the agent that he was a big gun, intimately acquainted with all the big guns on the C. P. R. R., the president being his most intimate friend. Jim was broke and he needed a pass. He put up such a good come-along talk that the agent, fearful of injuring the feelings of an intimate friend of the president of the road, and fearful also of infracting the rules of the company, wired the circumstances to the general agent of the line, winding up with the query, "Shall I issue pass?" The general agent never heard of Jim Wardner, so he responded: "Don't; let Jim walk." In transmitting the dispatch, some intelligent operator omitted the punctuation mark, and the Victoria agent received the following command: "Don't let Jim walk." He didn't.

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B. H. TRUMBULL, Commercial agent, 142 Third street, Portland, Oregon.

PAUL B. THOMPSON, Freight and passenger agent, Colman building, Seattle, Washington.

WHAT MR. SWEENEY COULD DO WITH HIS \$2,600,000

The sale of Charles Sweeney's interests in the Federal Mining company for \$2,660,000 may not cause a scare on Wall street, but \$2,500,000 would be a pretty big pile of money, anywhere if it should be paid to Mr. Sweeney in actual coin of the realm.

For instance, in avoirdupois weight it takes 17 silver dollars to bring a one pound weight to balance. The largest box cars on the great freight lines carry from 50,000 to 60,000 pounds. It would take three of the cars loaded to their limit to bring Mr. Sweeney's \$2,500,000 back to Spokane, should it be dished out to him in silver.

The actual amount of money in circulation in the United States up to October 1, 1904, according to the New York World almanac, was \$2,562,139,489. This same table, figuring the population of the United States to be 82,214,000, estimates that there is \$31.16 circulation per capita. If 70,000 people in Spokane have their full share of the money in circulation in cash it only means that there is \$2,170,000 in circulation

here.

Two and one-half million dollars in silver dollars would fill a vault 10 feet high and seven feet square. It would cover an acre of ground and, piled dollar upon dollar in a single column, would tower above the highest peak on the American continent.

Two and one-half million dollars in \$2 bills would pave Riverside avenue from Division street to Monroe. If \$1 bank notes were laid end on end, 2,500,000 of them would make a line of silk ribbed certificates reaching almost to Tacoma on the west or to Butte on the east.

And, of course, one could go on estimating what might be done with postage stamps or street car tickets, or beer checks. He might speculate on what might be done with so much money, how many heathens might be kept a year in a Hindoo college at \$30 a year, how many Chinamen could be shipped back to Hongkong at stevedore rates of \$15 per, or how many seasons could be spent at The California seaside.—Spokesman Review.

A fresh lot of Chancellor Cigars. Now 5 cents, at J. E. Wesenberg's. Sumpter Hotel Building.